Safety Update

Outline

- **Current Statistics**
- **Tools**
- **Trends**
- **Recommendations**

Class A Flight Mishaps (Total)

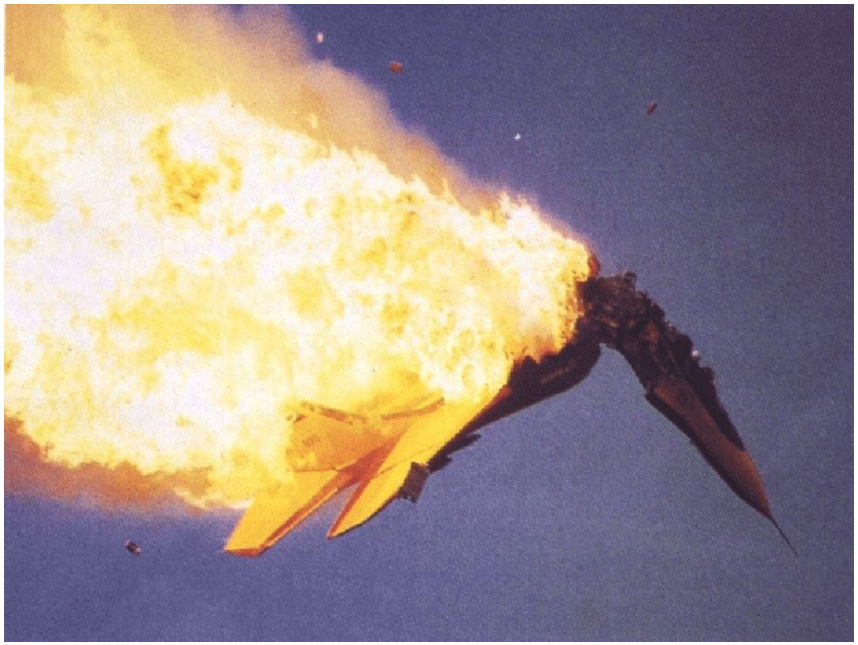
- **FY 02 Class A FM rate (29 Aug)**

	# / Rate (OEF
NAVY	19/1.74 (10)
MARINE	15/4.36 (3)
AIR FORCE	34/1.75 (8)
ARMY	23/2.50 (6)
2001 Gen Avn	1,721/6.56
2001 Comm Avn	5/.03

Class A Flight Mishaps (F/A)

- **FY 02 Fighter/Attack Class A FM rate (29 Aug)**

	#A FM
NAVY	9/3.38
MARINE	6/4.42
AIR FORCE	12/1.98
ARMY	--/---



Class A Flight Mishaps (Helo)

- **FY 02 Helo Class A FM rate (29 Aug)**

	#A FM
NAVY	9/4.17
MARINE	6/3.75
AIR FORCE	10/17.12
ARMY	20/2.51

Class A Flight Mishaps (Other)

- **FY 02 Other Class A FM rate (29 AUG)**

	#A FM
NAVY	1/1.64
MARINE	3/6.22_
AIR FORCE	12/0.94
ARMY	3/2.44

Mishap Reporting Stats

- **Reporting**
  - **SAFETY INVESTIGATION REPORT (SIR)**
    - **Timeliness has improved, but is not optimal.**
    - **FY97-FY99 approx. 21 Months to Closeout**
    - **FY00-FY01 approx. 10 Months to Closeout**
  - **HAZARD REPORT = documentation = clout for change**
    - **Hazrep submissions have decreased dramatically. One possible cause is the significantly lengthened reporting procedure in OPNAVINST 3750.6R, 1 Mar 01**
    - **FY96-FY00 avg. 224 Hazreps per year**
    - **FY01-FY02 avg. 88 Hazreps per year**

Tools

- **OPNAV 3750.6R NAVAL AVIATION SAFETY PROGRAM**
  - **Hazreps**
  - **Safety Investigation Reports**
- **MCO 3500.27A OPERATIONAL RISK MANAGEMENT**
  - **ORM**
- **Human Factors Quality Management Board (HFQMB)**
  - **Climate Safety Assessment (CSA)**
  - **Maintenance Climate Assessment Survey (MCAS)**
- **Naval Safety Center**
  - **Safety Surveys**
  - **Culture Workshops**

Trends

- **NAVAL SAFETY CENTER**
  - **Skill based errors are increasing**
    - **FY90/91=43%**
    - **FY00/01=93% (Naval Aviation)**
- **HFQMB**
  - **Human Error cited as a causal factor in mishaps is increasing**
    - **Cited in 12 USMC SIRs this FY**

Trends

- **SAFETY DIVISION (SD)**
  - **FY02 - 13 Class A SIRs received, only one cites Material Failure as the sole cause**
  - **The remaining 12 involve Human Error (Supervisory, Maintenance, Aircrew, Facilities)**
  - **COMMON REASONS CITED IN FY02 SIRs**
    - **Organizational Climate; High Operational Tempo**
    - **Poor Command/Maintenance Climate**
    - **Lack of Currency/Proficiency**
    - **Inadequate Instruction**
    - **Failure to employ risk controls**
    - **Complacency**
    - **Task Saturation**

Trends

- **Climate Safety Assessment (CSA)**
  - 131 commands surveyed
  - 37% commands over-committed
  - 49% inadequate resources
- **Maintenance Climate Assessment Survey (MCAS)**
  - 128 commands surveyed
  - 30% “cutting corners” not discouraged
  - 37% ineffective pass-down between shifts
  - 56% inadequate recognition for safety achievement
  - 62% poor communication up/down chain
  - 68% commands over-committed

Recommendations

- **Web surveys**
  - **Take advantage of the CSA and MCAS at a minimum upon taking command and midway through command period. Aviation safety school website has all required info. http://avsafety.nps.navy.mil/**

- **Training**
  - **Emphasize Crew Resource Management (CRM) training lectures and standardization.**
  - **Facilitate compliance with T&R and Group SOP requirements.**
  - **Use ORM worksheets at the squadron level when writing and executing flight schedules to ensure compliance with directives.**

Recommendations (cont.)

- **Simulator use**
  - **Simulator time to augment flight time and**
    - **Increase proficiency of low time-in-model (<500 hours) aviators.**
    - **Augment development of proper scan/stick and rudder skills.**
    - **Augment development of automated basic flight skills that enable aviators to avoid channelized attention/task saturation and improve CRM skills.**

Questions?

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